Appendix I

Methodology for Preparing Long-Term Traffic Impact Assessments

METHODOLOGY FOR PREPARING LONG TERM TRAFFIC IMPACT ASSESSMENTS CITY OF SAN JOSÉ

Overview

The City of San José has, for approximately 25 years, used a computer model to evaluate its planned transportation system relative to the planned land uses in its adopted General Plan. Because San José is a large and diverse city whose Sphere of Influence encompasses 256 square miles and because it is located in a heavily urbanized county within a much larger urbanized region, using a transportation computer model meets a number of planning needs. It helps the City determine the general adequacy of its planned transportation system relative to the demands of its own existing and planned land uses; it identifies long term constraints both internally and at the interfaces with other jurisdictions and with the regional transportation system; and it allows decision makers to evaluate the comparative traffic effects of land use changes over time.

From time to time, as may be deemed advisable by the City's Directors of Transportation and Planning, modifications are made to the methodology used to model and/or evaluate General Plan transportation impacts. These changes are made for the purpose of ensuring that the City is using the best and most accurate information available, and that the information is presented in a form that best meets the following objectives:

1) Is understandable to the general public;

2) Can be used to evaluate project impacts under the requirements of the California Environmental Quality Act (CEQA);

3) Can be compared to impacts from other General Plan amendments over time;

4) Relates to other City policies;

5) Meets relevant professional standards.

Over time, the amount of information that must be modeled, the increasing complexity of the transportation system (including modes other than automobiles), greater levels of congestion, and the creation of three Area Development Policies have all been reflected in the evolution and management of the City's model and the information it has produced. Pursuant to Council direction, the staff is continuing to evaluate all of the City's transportation analysis tools, including its forecast model TRANPLAN, and to update them to reflect the best available information.

For each Review of the General Plan, analysis of transportation impacts will focus on the information most clearly related to the City's transportation policies. Consistent with past practice, small infill projects will generally be exempt from preparing TRANPLAN analyses. The definition of exempt projects has, however, been expanded to be more clearly consistent with other City and General Plan policies. The criteria for exempting proposed General Plan amendments from preparing TRANPLAN analyses were identified through an iterative process.

Land use changes which have the potential for generating traffic that substantially increases peak direction congestion will require TRANPLAN runs. Land use changes that generate traffic which would primarily utilize off-peak roadway capacity will need to be of a greater size before a TRANPLAN run is required. The number of trips reflected in the exemptions represent projects that would clearly not create significant long term impacts by themselves. Even exempt projects will, however, be included in the cumulative run.

As described in greater detail below, the thresholds of significance that will be used to evaluate transportation impacts for CEQA purposes have also been clarified, to more directly reflect impacts from increases in localized congestion where there are known constraints in system capacity, and to more clearly identify the extent to which a proposed change would contribute to existing peak hour congestion.

As discussed in the City's General Plan, the primary source of transportation congestion in San José is the overwhelming directionality of traffic movement in Santa Clara County, and in San José specifically. Throughout the roadway network, weekday peak hour conditions result in significant congestion in one direction and underutilized capacity in the other. It has been the City's experience that redesignating property for land uses which increase traffic in the peak direction results in much greater congestion, and the impacts from congestion such as noise and air pollution, than approving land uses that do not generate additional peak direction traffic. This situation is particularly acute in certain subareas of the City, such as North San José and Evergreen.

Area Development Policies

Because of the geographic jobs/housing imbalance within Santa Clara County, the City of San José's General Plan policies have long identified the need to encourage more dwelling units within select areas that contain concentrations of jobs, and more jobs in areas that contain a high concentration of housing. The City has longstanding Area Development Policies in North San José and Evergreen that were engendered by severe peak hour congestion resulting from traffic moving from south to north in the morning and from north to south in the afternoon. In addition, an Area Development Policy for Edenvale was recently adopted because of existing constraints in the local and regional transportation network surrounding the Edenvale Redevelopment Project Area.

General Plan Annual Reviews since 1995 have identified localized congestion around the screenlines which provide access to North San José. Near term traffic impact studies of that area have identified significant volumes of through traffic on both the local and regional roadway system that cannot be substantially reduced or mitigated by San José's planned transportation improvements alone. Land use decisions that significantly increase the peak direction traffic, however, further exacerbate this situation.

Development in Evergreen has long been constrained by limited access. The City has adopted stringent requirements in conjunction with approving a significant quantity of residential and campus industrial development that is still being built. Until most of that development is completed and the system has stabilized, localized congestion will continue to be a problem. The presently planned mix of land uses will ultimately be supported by existing and planned

infrastructure. Land use amendments that contribute to the existing peak period congestion would be inconsistent with General Plan policies.

In Edenvale, significant expansion of the regional infrastructure is being constructed over the next several years. In addition, the Branham Lane/US 101 interchange was recently removed from the *Land Use/Transportation Diagram* of the General Plan. As the Edenvale Redevelopment Area and North Coyote Valley develop over the next decade, it will be increasingly important to monitor the capacity of the infrastructure serving the southerly area of the City (south of SR 85) to ensure that transportation behavior assumptions and analytic methodologies are sufficient to monitor and maintain service capacities in that area.

Description of the San José TRANPLAN Model

The City of San José's traffic forecasting model was developed to help the city project PM peak hour traffic impacts attributable to changes proposed to the city's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San José model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment.

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the city's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San José model projects the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as special generators, and their associated traffic is manually estimated based on information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Agency (VTA).

Travel times within and between TAZs (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity constrained equilibrium seeking process. This capacity-constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment, the model provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports can be used to compare and evaluate the project traffic impacts attributable to proposed amendments to the currently adopted San José General Plan. The San José traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions.

Preparing a Long Term TIA

Exemptions

A TRANPLAN model run will be prepared for all requests for amendments to the General Plan *Land Use/Transportation Diagram*, including land use amendments and revisions to the transportation network, **except** for those amendments that are exempt under the following specific criteria. In addition, a model run may be required for proposed amendments that would otherwise qualify as exempt, if special circumstances indicate that traffic impacts may be unusually severe.

Table 1 categorizes General Plan land use amendments based on whether or not a proposed land use change would increase the number of households or the number of jobs in the City.[1] Amendments are also categorized according to their location within geographic subareas of the City. Each of the numbers in the table represents peak hour vehicle trips. Land use amendments of the type indicated, at the locations listed, that would generate *less than* the number of peak hour trips listed, would generally not need to prepare TRANPLAN based analyses.

[1]Trip generation for land uses are calculated using the City's General Plan methodology.

Special Subareas

As discussed in the Overview, the City has identified geographic subareas within which localized near term congestion has resulted in the adoption of an Area Development Policy that determines how traffic and traffic infrastructure are managed within that area.[2] For the purposes of General Plan TRANPLAN analyses, the specific geographic areas within which land use changes would be assumed to impact the transportation system in these special policy subareas are shown on Figure 1. During General Plan Annual Reviews done prior to 2001, all land use amendments in those subareas were evaluated in light of their general potential to exacerbate existing congestion as well as to determine the adequacy of the planned infrastructure is adequate. Both the screenlines and the thresholds of significance have been modified to reflect more closely the sensitivity of impacts in these areas, and the City's adopted policies. Land use amendments that would contribute substantially to peak direction traffic are expected to result in impacts on the local and regional roadway systems in these subareas. The methodology for evaluating the significance of those impacts is described in this section.

TABLE 1
TRANPLAN EXEMPTIONS
BASED ON PEAK HOUR TRIPS

Location of Amendment	Type of Land Use Change Proposed			
	HH+	HH to Jobs	Other to HH	Jobs+
North San José	1,000	0	500	50
Evergreen	15	600	0	300
South San José	50	600	0	300
Remainder of City	250	250	250	250

Notes:

Numbers represent new or added peak hour trips for the same land use. For a change in land use, total new trips from the new land use shall be used to determine exemption status.

HH+ refers to an increase in number of dwelling units. HH to Jobs refers to land use amendment that would convert residential land to non-residential uses. Other to HH refers to land use amendment that would convert non-residential land to residential uses. Jobs+ refers to an increase in employment.

For any proposed land use amendment within any of the three subareas shown on Figure 1, other than those proposals found to be exempt from preparing a TRANPLAN analysis, a screenline analysis will be performed. The screenlines that will be utilized for each subarea are also

[2] "Area Development Policies" are identified in the General Plan as a method to establish "special traffic level of service standards for a specific geographic area" [General Plan Level of Service Policy 5].

illustrated on Figure 1. The incremental increase in peak direction traffic across the screenline (Peak direction traffic going into or out of the affected special subarea) that would result from the proposed land use amendment, compared to the base case (existing General Plan), will be calculated.

The proposed land use amendment will be identified as resulting in a significant traffic impact if the increase in peak direction traffic volume across a screenline increases by at least the percentage indicated in the table below:

TABLE 2
SCREENLINE IMPACT CRITERIA

Subarea	Percentage Change
North San José	0.20%
Evergreen	0.10%
South San José	0.20%

In addition to this screenline analysis, the report prepared for land use amendments in the three special policy subareas will identify the total increase in PM peak hour trips attributable to the proposed amendment.

Land Use Amendments Outside Special Subareas

For proposed land use amendments that are not exempt, and are located outside the three special policy subareas described above, the determination of significance will be based on the extent to which the proposed change contributes to existing peak hour congestion in the vicinity of the proposed amendment. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the project site. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the computer model. The traffic impact from the proposed land use amendment will be significant if:

- The peak direction volume of nearby LOS E/F links increases by 1.50 percent or more over the average volume of those congested links.

In addition to this LOS E/F link analysis, the report prepared for land use amendments outside the three special policy subareas will identify the total increase in PM peak hour trips attributable to the proposed amendment.

Network Changes

Context for Analysis

Traffic flow observed on any street is a collective outcome of complex decision-making processes by road users about their daily travel needs, whether the travel is essential (like work trips) or discretionary (like recreational trips). For any trip, typically there are more than one possible paths available for that trip. Each path is a contiguous route made up of many street segments from the trip origin to the destination. These possible paths are alternatives for a road user to choose. A road user will, based on his experience, identify a path with the fewest impediments from among the available alternatives. The principal factor considered by road users in choosing a path is the travel time. The transportation system, or transportation network, virtually maintains a delicate state of balance in which no users can reduce the travel time for their needs by using other alternatives, or other paths available. This state is commonly known as "user equilibrium."

When a change is implemented in the transportation network, the delicate state of user equilibrium is thrown out of balance as a result of enhanced or reduced capacity. Some road users will seek different paths among available alternatives that yield a new minimal travel time. Thus, traffic flow on any street is changed as some road users switch to different alternatives for their travel needs. In general, if a transportation facility is eliminated or downsized, traffic flow using the subject facility before the change will disperse to adjacent facilities due to increased congestion. The dispersed flow may cause new congestion on adjacent facilities, and traffic using the adjacent facilities before the change may respond to the new congestion and divert to other adjacent facilities. The diversion of traffic flow continues on nearby transportation facilities until a new state of user equilibrium is achieved. Similarly, if a transportation facility is added or expanded, traffic flow using adjacent facilities before the change will be attracted to the subject facility because of the reduced congestion. Likewise, the redistribution of traffic flow from adjacent facilities continues until a new state of user equilibrium is achieved.

By examining user reactions to transportation network changes, it has been found that traffic responses to network changes are more localized than to land use designation changes. On the other hand, traffic responses to network changes are less predictable and more difficult to analyze. More analysis computations will be necessary to properly evaluate the effects, either beneficial or detrimental. The analysis needs to look at: (1) the facilities being changed; (2) the alternative routes to the facilities being changed; (3) the streets that feed facilities being changed; and (4) the streets that feed the alternative routes. For any proposed changes in the Transportation Network as it is shown on the approved Land Use/Transportation Diagram of the City's General Plan, a TRANPLAN model run will be performed to compare the conditions with the proposed revision, against conditions under the existing General Plan (Base Case).

Analysis Procedure

The TRANPLAN model generates information about VMT and VHT throughout the model area. Generally, a positive increase in VMT or VHT represents an undesirable condition, while a decrease in VMT or VHT represents an improvement in the system. A TRANPLAN report for a network change will identify changes in VMT and VHT on roadways within the City of San José Sphere of Influence area.

In addition to the VMT and VHT analysis, the report prepared for network changes will evaluate the changes in traffic volume on the facilities in the vicinity of the subject amendment and facilities parallel to the subject amendment.

Network changes proposed to the General Plan Land Use/Transportation Diagram will normally fall within one of four possible categories:

1) Addition or upgrade of an access point (such as an interchange);
2) Addition or upgrade of a street or street segment;
3) Deletion or downgrade of an access point;
4) Deletion or downgrade of a street or street segment.

Impacts that could occur from each category of change would be similar:

1) Adding an access point, or increasing the capacity of an access point will reduce traffic using adjacent points of access and traffic on feeder streets serving those adjacent points of access. Traffic will increase on feeder streets serving the new point of access. Traffic may increase on the primary roadway between existing adjacent access points, depending on the travel pattern changes of predominant traffic flows.
2) Adding a new street or upgrading an existing street will reduce traffic on parallel streets and will increase traffic on streets that feed the new street.
3) Deleting an access point, or decreasing its capacity will reduce traffic on the streets that feed the access point deleted and will increase traffic using adjacent points of access and the streets that feed those adjacent access points. Traffic may increase on the primary roadway between existing adjacent access points, depending on travel pattern changes of the predominant traffic flows.
4) Deleting a street or downgrading its capacity will decrease traffic on streets that feed that street and will increase traffic on parallel streets.

The terms "feed" and "feeder" as used above and hereafter do not denote flow directions. Instead, they are used to describe street segments that allow traffic to flow in to or away from a subject facility under study or discussion.

The determination of significance will be based on the extent to which the proposed network change causes a significant adverse deterioration in the operation of other network elements. In order to fully understand the implications of the change proposed, the beneficial effects will also be identified. The TRANPLAN analysis will quantify these anticipated changes using screenlines, as generally shown on Figures 2-5.

1) When a new access point is proposed to connect two roadways (such as an interchange), or an existing access point will be increased in size and capacity, a link volume analysis of trips in both directions will identify the changes across two sets of parallel screenlines composed of congested links that include both roadways connected by the new (or expanded) access point.
2) When a new street or street segment is proposed for the Land Use/Transportation Diagram, or when a street or street segment is proposed to be increased in size

and capacity, link volume analyses of the number of trips in both directions will identify the changes along: (a) a pair of screenlines on roadways that are parallel to and on either side of the proposed new street or street segment; and (b) along a set of screenlines on the intersecting roadways at a point that is within (closer than) any major parallel roadways.

3) When an access point is proposed to be deleted or downsized, link volumes of trips in both directions will identify the changes across two sets of parallel screenlines composed of congested links that include both roadways connected by the access point proposed for downsizing or deletion.

4) When a street segment is proposed to be deleted or downsized, link volumes of trips in both directions will identify changes along (a) a pair of screenlines on roadways that are parallel to and on either side of the proposed new street or street segment; and (b) a set of screenlines on the intersecting roadways at a point that is within (closer than) any major parallel roadways. In addition, a "critical screenline" of congested roadway segments will be identified within the limits of the segments being downgraded or eliminated.

If multiple pairs of either parallel or intersecting screenlines are feasible for the purposes of analysis, special considerations will be given on a case by case basis to either (1) analyzing multiple pairs of screenlines; or (2) analyzing only the pairs of screenline with the most severe capacity constraints.

Land Use Assumptions

Major elements of the transportation system generally require a longer planning horizon than land use and development, particularly if regional agencies are involved. For major changes in the transportation network, particularly when facilities or connections are being considered for elimination or downsizing, the model should include traffic from development of all planned land uses. This information is a post-horizon year analytic tool that will be utilized only for the purpose of evaluating the long-term capacity of the planned transportation system. The purpose of including traffic from development beyond the General Plan horizon year is to ensure that City decision makers know the implications of proposed network changes in the context of long-term General Plan implementation. The results of this model run will be reported only in the context of the relevant transportation system change, and will not be incorporated into the land use analyses or the cumulative impacts analysis.

Thresholds of Significance

The proposed network change will be considered to have a significant adverse impact for CEQA purposes if one of the following occurs:

- VMT and VHT both increase by 0.20 percent for all roadways in the San José Sphere of Influence.

- The volume of nearby LOS E/F links increases by 1.50 percent or more in either direction over the average volume of the same congested link set in the base case.

- The peak direction volume of nearby LOS E/F links increases at least by the percentage defined in the table below for the congested link set that coincides with any subarea screenlines.

TABLE 3
SCREENLINE IMPACT CRITERIA

Subarea	Percentage Change
North San José	0.20%
Evergreen	0.10%
South San José	0.20%

Cumulative Impacts Analysis

In addition to individual project impacts, each traffic report prepared for an EIR will include a Cumulative analysis that meets CEQA requirements. This analysis will include all proposed General Plan land use and network amendments, including those individual amendments that were exempted from preparing individual TRANPLAN analyses. The analysis will also include any changes proposed to the transportation network. The context of the cumulative impacts analysis will be the land uses and time frame assumed in the currently adopted General Plan.

The Cumulative Impacts Analysis will identify the total increases in peak direction volume across all three screenlines shown in Figure 1, and the total net increase in trips, including the percentage of total trips citywide this represents. The report will also identify changes (net increases or decreases) in VMT and VHT. These three increments of change will be identified as an average for all roadways within the San José Sphere of Influence. Impacts on congested roadway links operating at LOS E/F within the vicinity of the individual General Plan amendments would also be examined in the cumulative impacts analysis.

Cumulative impacts will be considered significant if any one of the following occurs:

- Peak direction volumes across any one of the three screenlines shown on Figure 1 increases by the percentage shown in Table 2 above; or
- Average VMT and VHT both increase by 0.20 percent for either all roadways in the San José Sphere of Influence; or
- Peak direction volume of LOS E/F links increases by 1.50 percent or more on any of the congested link sets within the vicinity of any of the proposed network or land use amendments.

If one or more of these thresholds is exceeded, the proposed General Plan amendments would have cumulatively significant adverse impacts. The extent to which any individual GPA contributes in a meaningful way to that cumulative impact will be evaluated on a case by case

basis. If the cumulative impact is generally proximate to the proposed GPA site, and if the impact is to facilities that are also impacted by the proposed GPA, even if the individual GPA's impacts are less than significant, the proposed GPA should be assumed to result in significant cumulative impacts. Depending on the circumstances, including number, size, and location of the various amendments, the cumulative analysis may conclude that one or more individually proposed amendments would have significant cumulative impacts, or that none of the individually proposed amendments would have substantially greater impacts than any other.

Conclusion

In summary, the following thresholds of significance will determine whether or not individual General Plan amendments would result in significant adverse transportation impacts for the purposes of CEQA analysis:

1. For proposed land use amendments within any of the special study areas (North San José, Evergreen, or South San José), a traffic impact is considered significant if the TRANPLAN model identifies an increase of 0.20 percent or more in PM peak direction traffic volumes across the screenline (for North San José and South San José) or an increase of 0.10 percent or more in PM peak direction traffic volumes across the screenline for Evergreen.

2. For proposed land use amendments anywhere in the City outside of the special study areas, a traffic impact is considered significant if the TRANPLAN model identifies an increase in peak direction traffic volumes of 1.50 percent or more, compared to the existing General Plan, on nearby roadway links already forecast to operate at LOS E or F.

3. For proposed changes in the Transportation Network, a traffic impact is considered significant if the TRANPLAN model identifies the following:

    - VMT and VHT both increase by 0.20 percent or more for all roadways in the San José Sphere of Influence.

    - The volume of nearby LOS E/F links increases by 1.50 percent or more in either direction over the average volume of the same congested link set in the base case.

    - The peak direction volume of nearby LOS E/F links increases at least by the percentage defined in the table below for the congested link set that coincides with any subarea screenlines.

4. Cumulative impacts would be considered significant if the TRANPLAN model run done for all pending General Plan amendments identifies one or more of the following:

    - An increase of 0.20 percent or more in peak hour traffic volumes across the North San José and/or South San José screenlines, or an increase of 0.10 percent or more in PM peak hour traffic volumes across the screenline for Evergreen; or

- An increase of 1.50 percent or more in peak hour volume on LOS E/F links on any congested link set within the vicinity of any of the proposed network or land use amendments; or

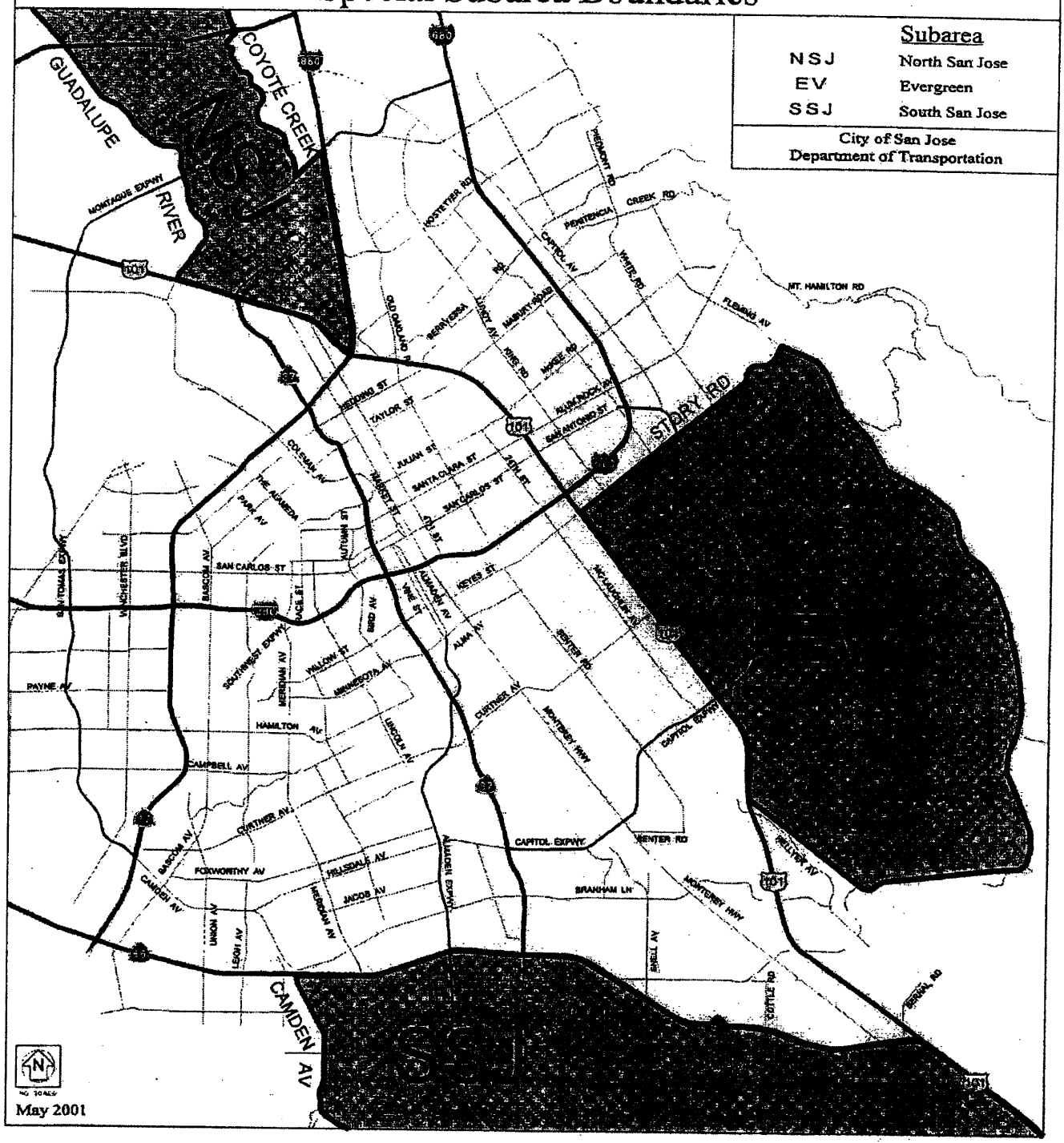
- VMT and VHT both increase by 0.20 percent or more for all roadways in the San José Sphere of Influence.

TABLE 4
THRESHOLDS OF SIGNIFICANT IMPACT
GENERAL PLAN AMENDMENTS

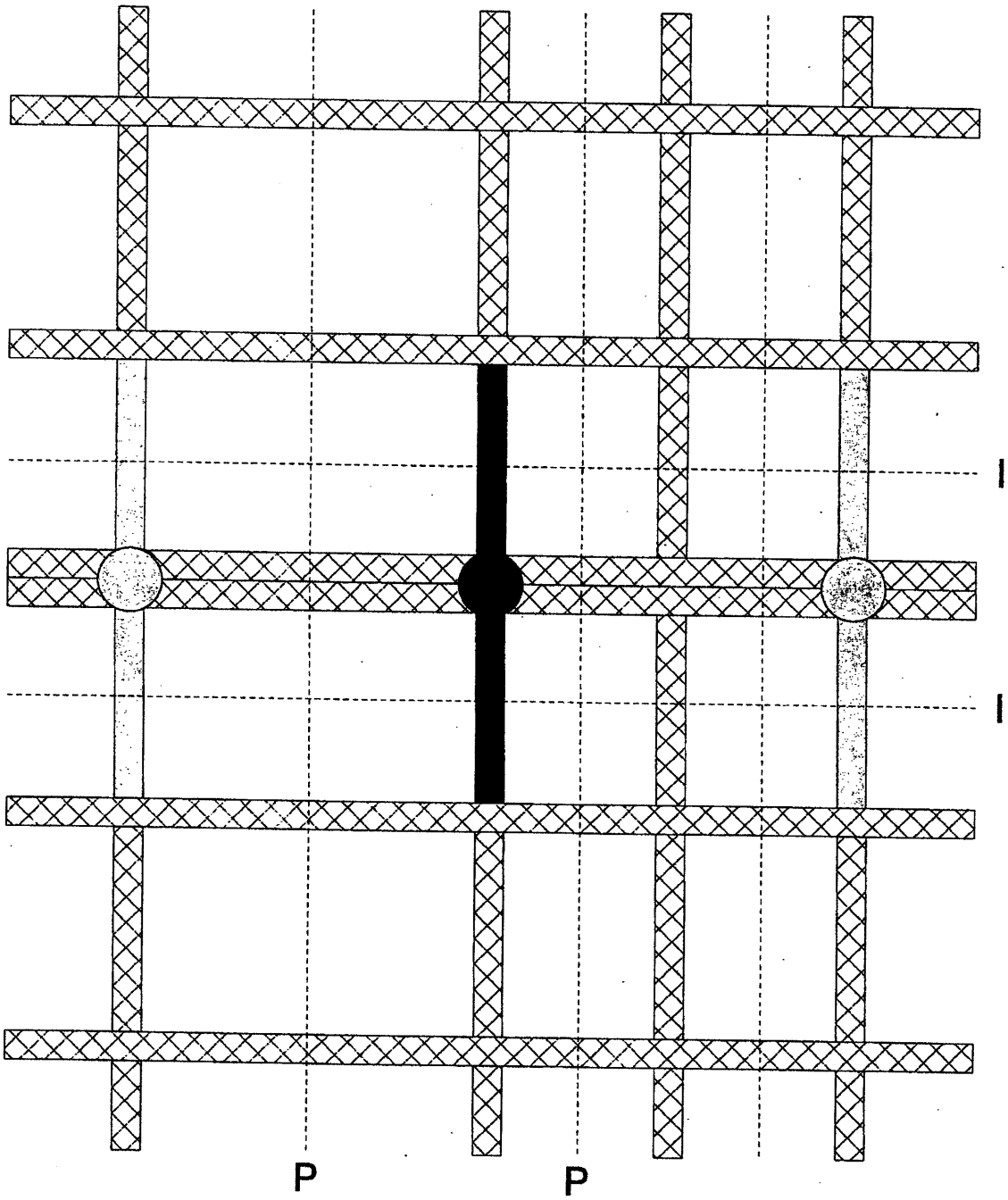
Amendment Location	Screenline Analysis	Impact Criteria	LOS E/F Links Volume	Impact Criteria	VMT/ VHT	Impact Criteria
North San José	NSJ	0.20%	--	--	--	--
South San José	SSJ	0.20%	--	--	--	--
Evergreen	EV	0.10%	--	--	--	--
Remainder	--	--	yes	1.50%	--	--
Network Changes	All	same	yes	1.50%	yes	0.20%
Cumulative	All	same	yes	1.50%	yes	0.20%

In addition to analyzing CEQA impacts, the TRANPLAN model will be used to generate information about the operational conditions that might be anticipated if specific land use amendments are approved and implemented, and information about regional traffic movements that would be useful in understanding changes in traffic movement throughout the area.

City of San Jose
General Plan Amendment
Special Subarea Boundaries



GENERAL PLAN AMENDMENT - NETWORK CHANGE ADDITION/UPGRADE ACCESS POINT



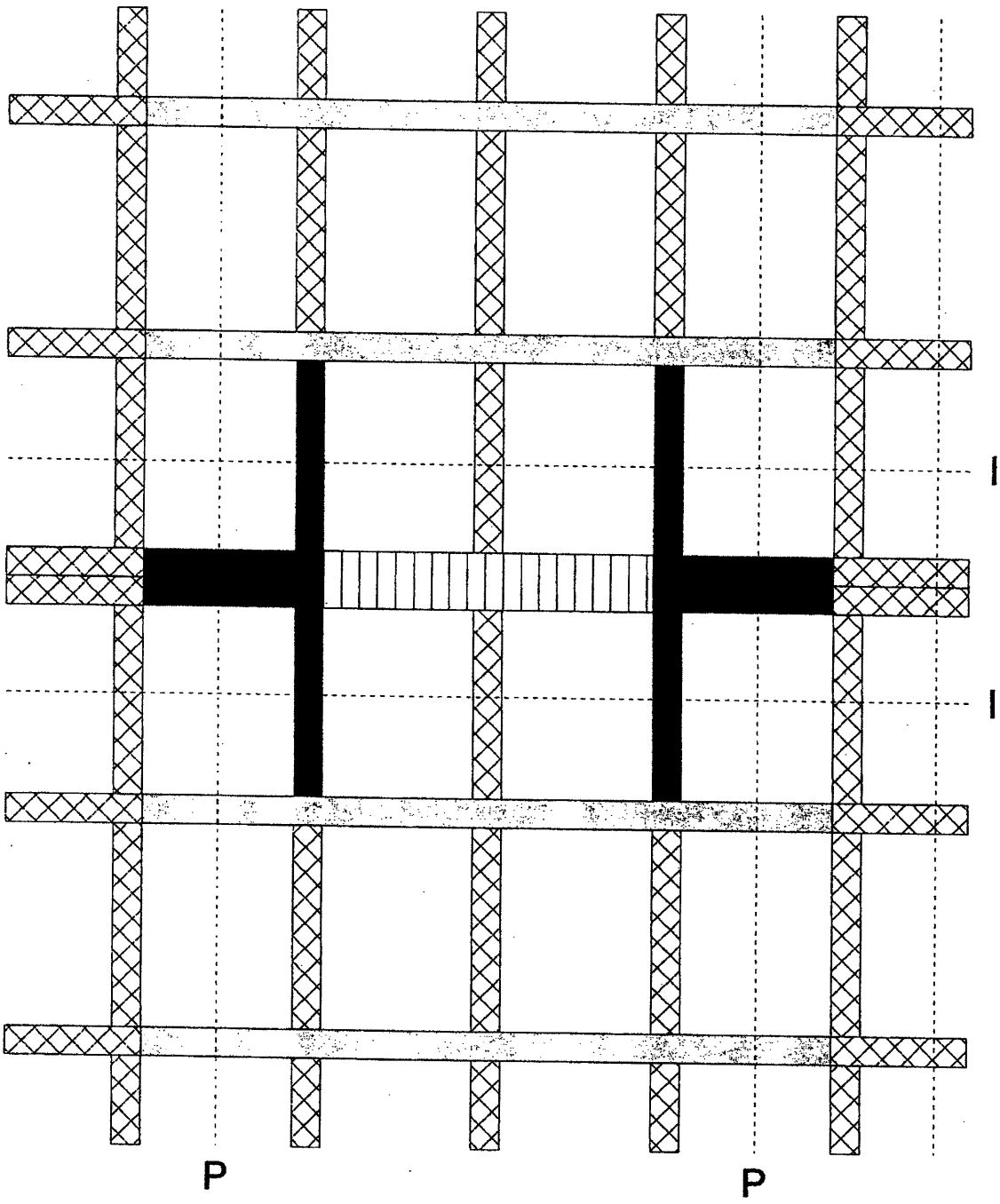
LEGEND

- Link Volume Decrease
- Link Volume Increase
- Link Volume Change Uknown
- Exisitng Access Point
- Addition/Upgrade Access Point
- E/F screenlines for analysis

Figure 2

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY
Dept. of Transportation
March 2003

GENERAL PLAN AMENDMENT - NETWORK CHANGE
ADDITION/UPGRADE STREET



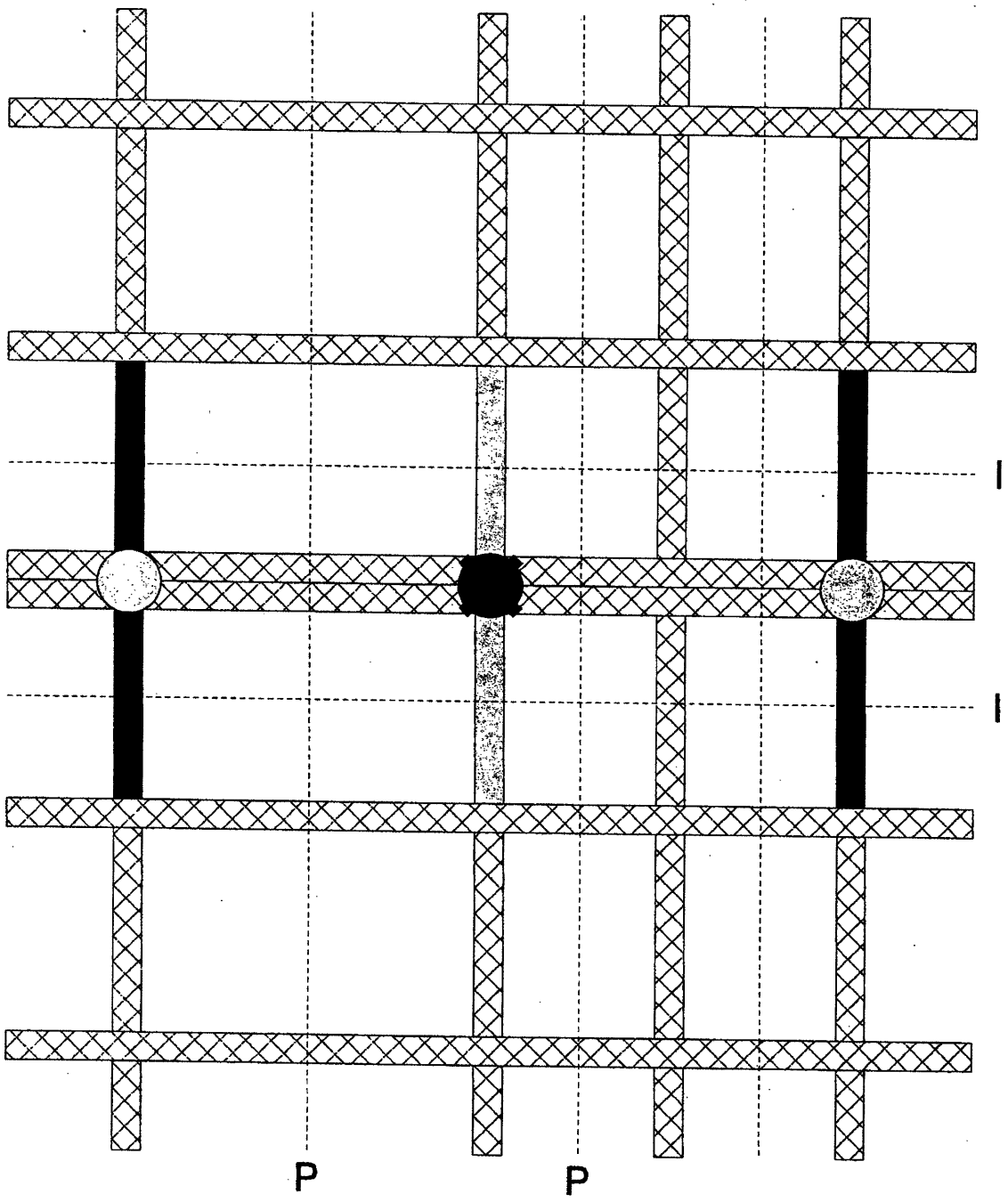
LEGEND

- Link Volume Decrease
- Link Volume Increase
- Link Volume Change Uknown
- Addition/Upgrade Street
- E/F Screenline for analysis

Figure 3

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY
Dept. of Transportation
March 2003

GENERAL PLAN AMENDMENT - NETWORK CHANGE
DELETION/DOWNGRADE ACCESS POINT



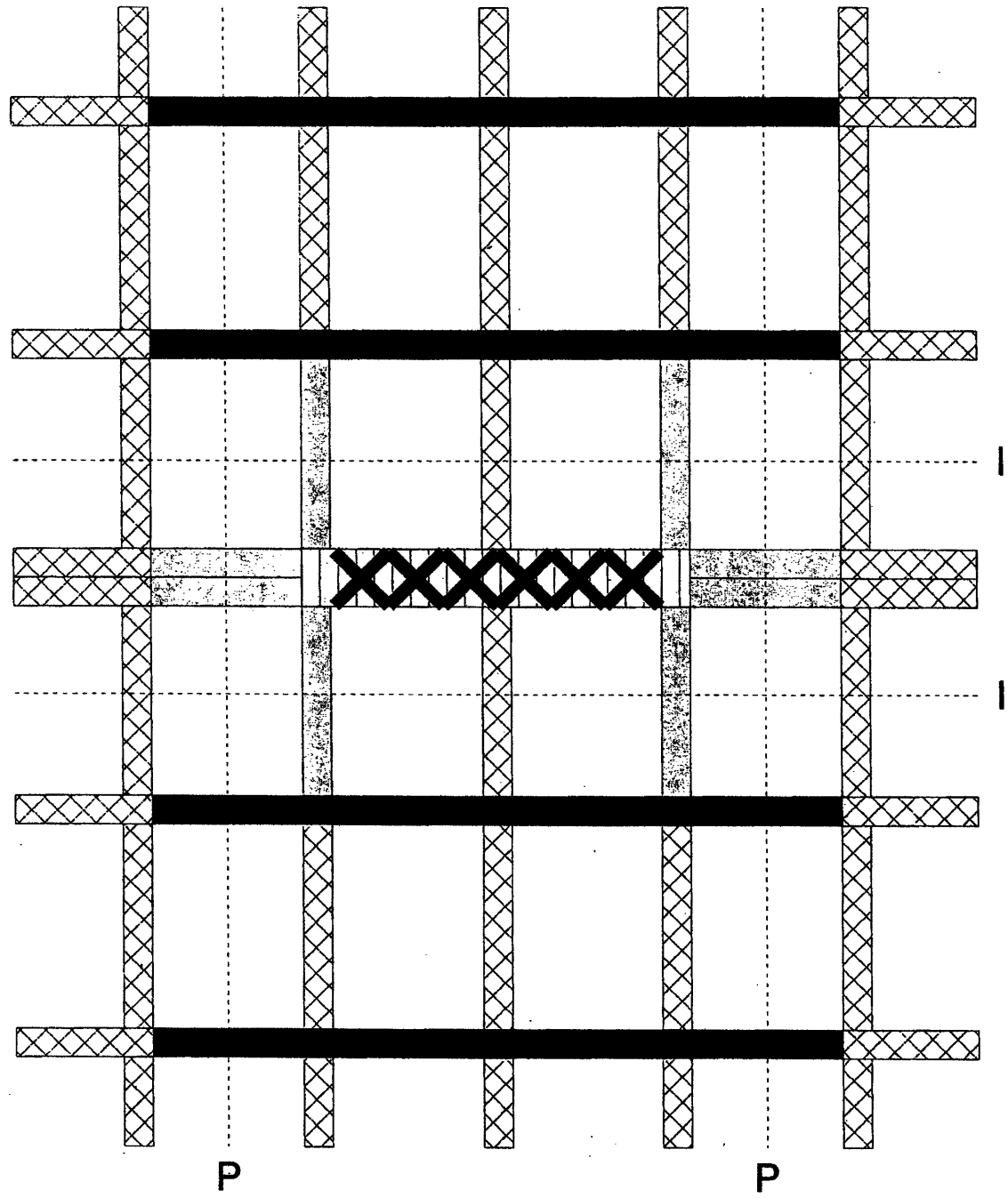
LEGEND

- Link Volume Decrease
- Link Volume Increase
- Link Volume Change Uknown
- Exisitng Access Point
- Addition/Upgrade Access Point
- E/F screenlines for analysis

Figure 4

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY
Dept. of Transportation
March 2003

GENERAL PLAN AMENDMENT - NETWORK CHANGE
DELECTION/DOWNGRADE STREET



LEGEND

- Link Volume Decrease
- Link Volume Increase
- Link Volume Change Uknown
- Addition/Upgrade Street
- E/F Screenline for analysis

Figure 5

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY
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